

CALLS MOTOR FEES UNCONSTITUTIONAL

Prof. Terry Says It Is Doubtful if States Have Right to Collect Them.

EXCLUSIVE TAX ATTACKED

All Vehicles Were Equally Liable to Impose Objection Would Hardly Be Made.

has been argued by many motorists that the exclusive tax on automobiles is unconstitutional. This is the opinion of the legislative committee of the American Automobile Association, in a resolution passed at its annual convention in New York City.

CHARLES THADDEUS TERRY.

Because a cow is a good milk cow, it is not a good milk cow because it is a cow. In the same way, a car is a good car because it is a car, and not because it is a car. The exclusive tax on automobiles is a tax on a car because it is a car, and not because it is a car. The exclusive tax on automobiles is a tax on a car because it is a car, and not because it is a car.

It is a natural enemy of rubber and tires should never be allowed to rest on a greasy garage floor. A little sound reflection on the tire question is sure to prove a profitable investment of time for any truck operator.

Give it a trial and see if this statement isn't true.

—J. M. GILBERT.

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There is no ground in reason or logic upon which to predicate the proposition that automobiles should be taxed for the use of the highways and all other vehicles should be taxed for the use of the highways. This is a sufficient demonstration of its unreasonableness.

Various kinds of vehicles use the highways and roads. There are many kinds of vehicles which use the highways and roads. There are many kinds of vehicles which use the highways and roads. There are many kinds of vehicles which use the highways and roads.

Automobiles have allowed themselves to be stamped in this matter. They have allowed themselves to be stamped in this matter. They have allowed themselves to be stamped in this matter. They have allowed themselves to be stamped in this matter.

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This natural right is inherent in every citizen and cannot be made a matter of purchase and sale at the will of the State. The automobile is a citizen of the State and it has the same rights as any other citizen. It is a citizen of the State and it has the same rights as any other citizen.

If the fundamental law of the land, the Federal Constitution, be referred to, it will be found that the right of the automobile to use the highways is a natural right and it cannot be taken away from it. The right of the automobile to use the highways is a natural right and it cannot be taken away from it.

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Speed Is Expense for Commercial Vehicles Too.

Excessive speed is an incalculable burden on tires. When a truck is bumped recklessly along at an immoderate pace the strain on the tires is terrific and they soon go to pieces.

Care should be exercised in stopping and starting. Sudden and violent action has a tendency to separate the tread of a tire from its base.

A truck should not be left standing over night under load. To do so imposes an unnecessary strain on the tires.

Oil is a natural enemy of rubber and tires should never be allowed to rest on a greasy garage floor.

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Stearns (Maker at Car Wheel



This is a picture of Roy F. York, vice-president of the company that makes the STEARNS-KNIGHT cars, at the wheel of one of the new six cylinder machines, designed to accommodate seven passengers.

MORE SPEED AT TERMINALS.

Otherwise the Investment Is Tied Up and Means a Loss.

By C. P. CARV.

Peerless Motor Car Co.

Efficient as the good motor truck of today is, it can be operated with the largest measure of success only where the conditions that have prevailed about animal hauling have been revised to bring them abreast of the modern means of transportation.

In the reorganizing of the traffic system and the rearrangement of method of loading and unloading the one point that must be aimed at is to save the time of the truck to keep it moving under a load the largest possible proportion of the time. The resulting dividends will vary according to how well this is accomplished.

Every other user of machinery faces the same problem. The big printing office tries to have work for its presses and linotype night and day; the steamship people load and unload their ships with the greatest possible despatch; even the small farmer does the reaping for his neighbor under contract after his binder has finished with his own fields. All are trying to keep their equipment busy as possible.

Slow work at the truck terminals means a tied up investment. To avoid delay there must be cooperation between the shipper who loads the truck, the truck operator, and the receiver. Often these three are the same concern. Sometimes there are two and sometimes three. But the problem is the same in every case.

And in every case each of the three points by any improvement in despatch. The shipper gets his goods delivered quicker, the truck operator is enabled to get more work out of his truck, the receiver by cooperating in the establishment of a city. Particular streets may be set aside for trucks. Special wharves for the exclusive use of trucks may be designated. This will greatly increase the utility of the truck and thereby reduce hauling costs and, of course, indirectly the cost of living.

As the truck comes more and more to dominate the hauling situation, it will be advisable and necessary to establish such traffic arrangements as will permit the truck to proceed at its normal speed through the streets in every section of a city. Particular streets may be set aside for trucks. Special wharves for the exclusive use of trucks may be designated. This will greatly increase the utility of the truck and thereby reduce hauling costs and, of course, indirectly the cost of living.

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AUTO ENGINEERS ON WRONG TACK

They Should Start With Fuel Problem, Say Carburetor Men.

WORKING BACKWARD NOW

Build Motors First, Then Try Out Mixers, the Wrong System to Follow.

By EDWARD H. STICKELS.

The advancement in the art of propulsion has presented some difficult problems for solution and one that is most discussed by those who have to do with the development and use of liquid fuel engines is that of carburation. This function is not confined entirely to the device called a carburetor. This is undoubtedly the most indefinite feature of any part of the internal combustion engine. It would be impossible at this time to discuss the different principles and types of carburetors, and it is not my intention to present the advantage of any one type over another.

It is strange but no less a fact that now there scarcely seems to be such a thing as a thoroughly bad carburetor, yet it is conceded by engineers generally that the subject of carburation is further from a satisfactory solution than any other vital part of modern combustion engines.

The causes for this may be numerous and varied, and from among them I have selected one of the most important factors that is generally being overlooked by the average user as points that may be clarified by a little consideration and discussion. They are: Fuel, intake manifold, carburetor, carburetor adjustments and operation between engine and carburetor manufacturer.

In considering functions of the carburetor one of the most important factors that have to be considered is the fuel supply, by which of course I mean liquid fuel for it was liquid fuel used in a carburetor that has made the internal combustion engine a commercial success. It is generally known that the liquid fuel we can eliminate from consideration all others except gasoline, which is the generally accepted meaning of the term "gasoline."

You know that from those times the gasoline furnished as fuel for our internal combustion engines has been gradually getting poorer and poorer in quality, meaning more difficult to vaporize and necessitating constant change in carburetor designs to meet this constantly changing quality. This brings us to the question: "What are we to do as fuel users with this constantly changing supply? Will we be forced to adopt some radical changes in the matter of feeding fuel to our engines, or will we be forced to adopt some standard test fuel which we can expect will be furnished to us for a reasonable period?"

It is very often the case that when the mixture leaves the carburetor it is fairly homogeneous but as it enters the manifold its character is changed by the size of the manifold, the shape of the manifold, the tendency to condense or to evaporate into globules that are not vaporized, resulting in slow burning mixture, loss of power and efficiency, which are as a rule charged to the carburetor.

I have found from my own experience that the changing or redesigning of an intake manifold has so materially changed results obtained that I feel that it is in a general way determined by the shape of the manifold and the character of the mixture entering it.

Balance between carburetor and motor next to intake manifold is a most important factor in securing good results, and this is in a general way determined by cylinder bore and stroke, the revolutions per minute, character of port openings and intake areas. Careful consideration of these features is of the highest importance in determining the proper size carburetor, which will give the greatest range of motor speed variations without appreciable changes of air velocity at the fuel nozzle.

At the first meeting of the officers and directors of the Motor Dealers Contest Association of New York at George Becton's on Friday night the chairman of the various committees were appointed. These were: Road contests, William J. Morgan; auditing, A. B. Corder; touring, Emmanuel Laseur; exhibition, C. H. Larson; entertainment, Arthur J. H. Linder; publicity, John C. Wetmore; racing, George Robertson; membership, Edward P. Korbel; house, S. S. Toback; executives, H. M. Bonner, and finance, James C. Nichols.

Inglis M. Upperton was appointed chairman of the executive committee. John C. Becton, president of the association, acted as chairman at the meeting.

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These determinations, in conjunction with the special requirements of the motor, have not received their due attention by either carburetor or engine builders in America, as they have in Europe. This is plainly evident by the fact that motor manufacturers use carburetors of different design and make on the same type motors for motor cars and marine and stationary equipment, so it follows that there must be a loss of efficiency and flexibility in either the carburetor, the motor or both.

Adjustment, even where the carburetor is properly fitted to a motor, plays a very important part. It is safe to say that the average operator of a motor little realizes the importance of careful adjustment of the carburetor in the matter of economy. This applies more particularly to variable speed motors than it does where a constant load is maintained. Multiplicity of adjustments will overcome some of the difficulties of varying grades of fuel, temperature changes or lack of adjustment with the motor, but in the long run it works to the detriment of carburetor or motor or both, because very few users have a sufficient knowledge of the proper adjustment to get more than average results.

Many a user will try to secure a like performance equal to that of some one he may know having a car or motor the same as he is using, and the first thing to receive attention to accomplish this is the carburetor adjustment, and in very few cases a little knowledge is dangerous.

Every manufacturer of motors has had this to contend with it's the bane of his existence, the trouble is not with the carburetor, but with the manufacturer himself because of their disinclination to acknowledge that carburation and not the motor is the starting point or foundation upon which to build an efficient engine.

This emphasizes the fact that there is a lack of cooperation between engine and carburetor manufacturers, who hesitate about getting together for the purpose of solving the problems that so vitally affect and concern them. While carburation is conceded to be one of the most vital and important functions of the internal combustion